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Hongkong, 1st October, 1905. [a271]

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Hongkong, 26th February, 1906. 493

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Hongkong, 4th September, 1905. [205]

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9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 10.00 p.m. Every 10 minutes.

10.00 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 12.00 a.m. Every 10 minutes.

12.00 a.m. to 1.00 a.m. Every 15 minutes.

1.00 a.m. to 2.00 a.m. Every 10 minutes.

2.00 a.m. to 3.00 a.m. Every 15 minutes.

3.00 a.m. to 4.00 a.m. Every 10 minutes.

4.00 a.m. to 5.00 a.m. Every 15 minutes.

5.00 a.m. to 6.00 a.m. Every 10 minutes.

6.00 a.m. to 7.00 a.m. Every 15 minutes.

7.00 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 10.00 a.m. Every 10 minutes.

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12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 10 minutes.

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Hongkong, 1st February, 1906.

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Hongkong, 20th December, 1905. [a33]


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[a32]

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Hongkong, 16th August, 1905. [1905]

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Correspondents must forward their names and ad-

dresses with communications addressed to the Editor,

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All letters for publication should be written on

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No anonymous signed communications that have

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Liber's

P.O. Box 88. Telephone No. 12

## BIRTHS.

On February 17th, at Kowloon, the wife of Wm.

M. LAW, of a daughter (prematurely).

On February 18th, at Shanghai, the wife of H.

VON RUCKEN, of a daughter.

On February 19th, at Shanghai, the wife of W.

BRUCE ROBINSON, of a daughter.

On February 21st, at Shanghai, the wife of M.

BRUNNEN, of a daughter.

## MARRIAGE.

On January 4th, at Camden, South Carolina,

ELIZABETH CAPERS ZEPH, and the Rev. PALMER

CLUBB DO BOSE, of the South Presbyterian Mission,

Southlow.

## DEATHS.

On February 16th, at Shanghai, MAHE, wife of

W. J. H. WERT, I. M. Customs, Shanghai.

On February 18th, at Shanghai, THOMAS P. DE

CAMPOS, aged 56 years.

On February 18th, at Shanghai, HARRY JOHN

ENGLISHMAN, assistant accountant, Shanghai-

Nanking Railway, aged 26 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD U.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 27TH, 1906.

It appears that we are shortly to see much desired and long necessary improvements in the American Consular Service. Latest advices state that the first reform Bill introduced by Senator LORCE is likely, with certain accepted amendments, to become the law of the United States. There is to be a system of grading appointees, but instead of allowing the consular officials to work from grade to grade by promotion, the Congress reserves the right to the PRESIDENT to appoint any officer in the Government Service to any grade, irrespective of experience. This is the blemish in the programme that is to make it possible in the new regime for favoritism and complaints; as well as to permit the appointment of incompetent men, as is admittedly the case now. However ably and faithfully an official of subordinate rank may work for promotion, he will often experience the mortification of being passed over for some politician. Still, the much amended Bill is regarded as a distinct advance toward the reform so loudly clamoured for. Summarizing the points from a telegram, our

Shanghai contemporary remarks that provision is made for five Inspectors of Consulates to rank as Consuls-General. The value of this provision of experienced Inspectors is obvious. We can recall a clerical gentleman being sent out here as Inspector of Consulates, because he was the incumbent of a church in Washington, and a personal friend of the then President, and wanted a trip round the world. His visit to Shanghai was made very pleasant for him, but his report to his Government was simply worthless. All Consular fees are abolished, and all officials are placed on salary. Consuls who are also lawyers will be forbidden to receive fees for legal work they may do. The grade of Commercial Agent is abolished. No person not an American citizen will be employed as Consular clerk where the salary amounts to \$1,000 gold. Power is given to the President to transfer Consuls-General and Consuls within the same grade. There are to be several grades of Consul-General, with salaries ranging from \$12,000 to \$3,000 (all these salaries are, of course, in gold). London and Paris are alone in the first grade with \$12,000, and Berlin, Hongkong, Havana, Hamburg, Rio de Janeiro, and Shanghai are in the second grade, with \$8,000. Seoul and Tientsin are in the fourth grade with \$5,500; Chefoo, Hankow, Mulden and Newchwang in the fifth grade with \$4,500. Liverpool stands alone in the first grade of Consuls, with \$8,000; Manchester alone in the second grade with \$6,000; Amoy and Foochow in the fourth grade with \$5,000. There are two other grades of Consul-General, with salaries ranging from \$3,500 to \$3,000, and six other grades of Consul, with salaries ranging from \$4,000 to \$2,000. The doings of a few black sheep in the American Consular service have, not quite fairly perhaps, made the whole thing a byword in the Far East, at any rate; and all because these men, always underpaid, were placed in situations exposed to constant temptation. With proper remuneration and no fees or other unchecked business undertakings, and with a reasonable hope of fixed tenure and promotion, there would soon be an end of the nods and winks so often visible in discussions of the service. It appears, however, that the American authorities do not like a man to take a position for life.

It is reported that a German Consulate will shortly be established at Moji.

Archdeacon H. McC. E. Price, of Osaka, has been appointed to the new Bishopric of Fukuoka.

A 15,000-ton steamer is being built at the Mitsui Bishi Dockyard, Nagasaki, for the T. K. K.

The Chinese Foreign Office has been much exercised by the presence of a British gunboat in the Poyang Lake.

It is reported that Mr. Hayashi, from Seoul, will go to Peking as Minister, and Mr. Uchida, now at Peking, to Vienna.

The Royal Sanitary Institute has no lecture until Friday, when Mr. F. Browne will talk about "Properties of matter and the mechanical powers."

Dr. Kruger will be "at home" to-day at the German Consulate in honour of the celebration of the silver wedding of Their Serene Highnesses, the Emperor and Empress of Germany.

The annual report and balance sheet of the Hongkong Odd Volumes Society, to be presented at the annual meeting to be held on Friday next, shows a balance in bank of \$317.36.

In Peking diplomatic circles there is much indignation that Russia has refused almost all the Chinese proposals while herself making unreasonable demands, with no regard to the Treaty of Portsmouth.

The Nanfengpao states that the Japanese Minister, replying to the Waiwup, says the timber being felled in Fengtien province is required for building barracks, and as soon as sufficient is procured for that purpose no more will be felled.

The services in St. John's Cathedral on Wednesday next, Ash Wednesday, will be as follows:—Holy Communion, 8 a.m.; Matins and Litany, 10.30 a.m.; Communion Service and Holy Communion, 11 a.m.; Evensong, 5.30 p.m.

For the week ending Feb. 24th the plague return was twelve fatal cases, all Chinese from Canton. In the next two days, another case was recorded, making the total 29. During the week there were 14 cases of smallpox, two European and twelve Chinese. Canton sent one of the latter.

When opposite Lower Rattler Street yesterday morning a constable came upon the body of a coolie suspended by a rope from the branch of a tree. The rope, which was fastened round his neck, was cut, but life was found extinct. Circumstances lead to the belief that the deceased, who had been out of work, committed suicide.

The Japan Times says that the leading members of the new Italian Cabinet are:—Premier and Minister of the Interior, Baron Sonnino; Minister of Foreign Affairs, Count Guicciardini; and Minister of Finance, M. Luzzatti. The portfolios of War and the Navy remain unchanged.

Return of visitors to the City Hall Library and Museum for the week ending Feb. 25th shows that of non-Chinese there were 250 to the Library and 94 to the Museum; and of Chinese 110 to the former and 3,750 to the latter. The Library was, therefore, used by 360 persons, and the Museum by 3,853.

The first prize meeting of the C. U. S. R. A. will be held on March 19th and following days. The "Nation" Cup will be competed for between March 26th and April 14th; entries close on March 15th. Teams must give at least three days' notice to the Honorary Secretary of the date on which they wish to compete.

The Nanfengpao stated that although the right to build a railway from Barma to Tengyueh had been refused to the British Consul at Merguez, he had sent engineers to survey the route, and ignored all protests in the matter. The Viceroy of Yun-Kwei had approached the Waiwup, who had laid the matter before the British Minister.

It is reported from Peking that notwithstanding the repeated petitions on the part of the Anhui provincial gentry to the Foreign Office and Board of Trade demanding the cancellation of Sir J. Lister Kaye's Tangshan concession, on the ground of lapse of time, the Central Government in Peking has consented to grant a delay of two months in order to give the concessionaire time to start work on the mine.

The fifth annual meeting of the Association of Lancastrians in China was held at the Chamber of Commerce Room, Shanghai, on February 20th. Mr. Cecil Holliday in the chair. Mr. H. W. Filcher was elected President, Mr. W. A. Bolton Hon. Sec., Mr. J. Trank Hon. Treas., and a committee composed of Messrs. W. J. B. Carter, J. Kerfoot, P. Crighorn, W. K. Stanion, C. Holliday, and C. W. Eswick. It was decided to hold the annual soiree as usual in the Mascoia Hall.

A paper to be read before the Royal Asiatic Society on Feb. 22nd on "The Chinese Banking System in Shanghai" was, says the N.C. Daily News, the first discussion of this topic to be presented at a public meeting in Shanghai. The paper was to discuss the different classes of banks, their local control, the responsibility of bankers, the method in determining the value of various taels. The Vice-President of the Society, Mr. H. B. Morse, was to take the chair.

The letting by public auction of two lots of Crown land was conducted at the Public Works Department yesterday afternoon. The first lot, Peng Chau Farm Lot No. 1, situated at Peng Chau Island, and consisting of an area of about 45 acres, was purchased by Mr. P. W. Goldring (Messrs. Bratton, Hart and Goldring) for \$820. The second lot, Kowloon Island Lot No. 1172, situated at Austin Avenue, Kowloon, fell to the original applicant, Mr. F. Blundell, for \$7,633, an advance of \$20 on the upset price.

Under the heading, "China should be warned," the Japan Times discusses the "China for the Chinese" movement, and concludes by saying:—"China must have learned a great deal from the recent war to assure herself of the bright hopes of regeneration. But if the results of the war were favourable to Japan, China should try to understand how we have attained them. Let the leading men of China study the history of Japan for the last fifty years. Ours has been a half-century of mortified pride, burning indignation, patient restraint, patient cultivation, a studied policy of conciliation carefully pursued, and honest, upright, and straightforward policy, always maintained by the even-constant spirit of self-improvement."

## HONGKONG VOLUNTEER RESERVE ASSOCIATION.

There was a very good attendance of members at the 200 yards range at King's Park on Saturday and Sunday last, to take part in the closing shoots of February. Some very good shooting was done, Mr. J. C. Gore winning the Pool with a score of 67 from scratch.

Below are the principal scores:—

H. T. Richardson	70	W. T. Edwards	62
W. J. Saunders	70	S. A. Joseph	62
W. D. Bradwood	69	W. Dolbs	61
C. J. Allen	68	C. Glover	61
C. J. Gore (Scr.)	67	J. Whitall	61
D. J. Macdonald	67	J. M. Henderson	61
A. Blower	67	P. L. Miller	61
Dr. Macfarlane	67	E. G. Richardson	61
J. N. Jones	67	G. T. Torrey	60
W. H. T. Davis	66	J. McInnes	60
T. P. Coshman	66	W. dehouse (Scr.)	58
W. C. Humphreys	65	J. J. Stubbings	58
Sir F. T. Pigott	64	G. H. W. Keen	58
W. Moxey	64	E. A. Hewett	57
R. H. King	64	A. F. Gubbay	57
J. T. Douglas	64	W. M. Stewart	57
S. H. Michael	64	A. G. Newington	56
J. H. Pilgson (Scr.)	63	Hon. G. Stewart	56
G. K. Haxton	63	H. Brooks	56
A. C. Peter	63	W. Daniel	56
A. W. J. Watt	63	L. Gibbs	55
H. W. Fraser	63	W. Goodfellow	52
Dr. W. E. A. Moore	62	L. G. Bird	52
J. S. Lewington	62	S. H. Gore	52
A. Moir	62	E. Ryan Jones	51

## WEATHER REPORT.

On the 26th at 3.25 p.m.—The barometer has risen over China, particularly in the South. The Japanese returns are not to hand, but probably a low pressure area is lying in the Pacific in the neighbourhood of the Loochoos. A high pressure area lies over Central China. The monsoon is expected to freshen considerably in the Formosa Channel, and the N. part of the China Sea. Forecast:—Fresh N. winds; the weather is likely to improve.

## TELEGRAMS.

[REUTERS'S SERVICE.]

## FRANCE AND GERMANY.

LONDON, February 24th.  
M. Rouvier, speaking in the Chamber concerning Morocco, emphasised that France wants peace, but a peace with a safeguarding of her dignity and rights.

## THE UNITED STATES.

LONDON, February 24th.  
The United States Secretary for War advocates the building up of an efficient army for maintaining the Monroe doctrine.

## BRITISH DOCKYARDS.

LONDON, February 24th.  
The Admiralty have decided to adopt their predecessor's scheme, spending £2,000,000 in improving Portsmouth Dockyard, and enabling it to deal with the biggest battleships of the Dreadnought type.

[N.C. Daily News Service]

## THE GARTER MISSION AT TOKYO.

Tokyo, February 26th.  
Prince Arisugawa's dinner took place last night. The investiture of His Majesty with the Order of the Garter took place this morning with marked courtesies.

The Emperor afterwards called at the Kasugiyasaka Palace and dined with Prince Arthur, who subsequently paid a series of calls on the Princes of the Blood. The State grand dinner was followed by three classical performances.

The Emperor has bestowed on Prince Arthur the Grand Cordon of the Order of the Chrysanthemum; on Lord Redesdale, Admiral Sir Edward Seymour, and General Sir Thomas Kelly-Kenny, the Grand Order of the Rising Sun; on Col. Arthur Davidson the Second Order of the Sacred Treasure; and on Capt. Wyndham and Mr. M. W. Lamson, the Fourth Order of the Rising Sun.

Tokyo, February 21st.  
Admiral Yamagata, Marshal Oyama, and Admiral Togo have been invested with the Order of Merit, which has not hitherto been conferred upon foreigners.

Prince Arthur received this morning the foreign Ministers, attachés, and Japanese dignitaries, and afterwards was present at a brilliant luncheon party given by General Terachi (Minister for War).

## A DYNAMITE-LADEN STEAMER ON FIRE.

Tokyo, February 21st.  
The Austrian str. *Koko* (2,923 tons net) from Singapore arrived at Yokohama this afternoon with dynamite in her third hold and measure in her fourth. The measure had caught fire prior to the arrival of the vessel in port, probably owing to the change of climate. The hatch was closed to prevent the fire from spreading and the dynamite was landed intact.

## THE ANTI-FOREIGN SENTIMENT IN CHINA.

Tokyo, February 20th.  
In a communique Japan states that she does not anticipate any immediate outbreak, but in view of the dangerous consequences of an anti-foreign sentiment, she warns China of the urgent necessity of its suppression.

## FOREIGN INFLUENCES IN KUANGSI.

The high officials and native gentry of Kuangsi are endeavouring to counteract French influence in the province by opening mines and connecting railways with their own capital.

Sir Sir Satow is urging the Waiwup to make Nanning the Kingdom, an open port. It is believed that this is a precaution against arbitrary action by France.

## THE THEATRE.

Pantomime with all its charm of colour, sparkle and dash, held a large audience in the best of humour last night at the Theatre Royal. Bandmann's Company was seen and heard at its best in "Aladdin." Certainly a more enjoyable entertainment than the many capable artists provided has not been offered at Hongkong audience for some time.

## DIVIDENDS.

The following dividend announcements are from the N.C. Daily News:—  
The report for 1905 of the Shanghai Gas Co., Ltd., whose capital is £1,300,000, shows a divisible balance, after the payment in July last of an interim dividend of 7 per cent., of £148,263. It is proposed to pay a final dividend of 7 per cent., making 14 per cent. for the year, and a bonus of 3 per cent., to write off £13,346 for depreciation, to place the sum of £14,000 to depreciation and renewals account, making this account to £165,000, in addition to which there is a share premium account amounting to £12,222, and to carry forward the balance, £1,018.

At a meeting of the directors of the Shanghai-Sumatra Tobacco Co., Ltd., held on the 21st inst., it was decided to recommend that at the approaching annual meeting, a dividend of 15 per cent., making 25 per cent. for the year, should be declared.

Tug and Lighter Co., Ltd., held at the office of the agents, yesterday, it was recommended to pay a final dividend for the year 1905 of 34 per cent. on preference shares and 6 per cent. on ordinary shares.

The Hokkaido Colliery and Railway Co. pays a dividend for the latter half of 1905 at the rate of 15 per cent. per annum, puts ¥36,000 to reserve, and carries forward ¥519,827.

## HONGKONG AND WHAMPOA DOCK CO., LTD.

The ordinary yearly meeting of shareholders in this Company was held at Queen's Buildings at noon yesterday. Sir Paul Chator presided, and there were also present—Hon. Mr. C. W. Dickinson, Messrs. N. A. Sieba, E. Goetz, A. Haupt, H. P. White, D. E. Brown, G. H. Melhurst, J. S. van Buren, S. Silverstone (directors), W. Wilson (acting chief manager), T. J. Ross (secretary), G. M. Bain, G. de Champeaux, H. F. Carmichael, A. Denison, W. C. Jack, J. J. Leiria, Lo Cheung-Shiu, J. R. Michael, S. H. Michael, S. J. Michael, E. J. Moses, W. Parlano, P. H. Rolfe, F. Singer, M. Stewart, H. P. Smith, E. C. Wilks and Captains A. Tillett and R. Unsworth.

The Secretary having read the notice convening the meeting, the CHAIRMAN said:—  
Gentlemen.—The report and statement of accounts having been in your hands for some days, I will, with your permission, following our usual course, take them as read. The net profits for the half year ending 31st December 1905, amount to \$171,649.83 as compared with \$238,201.51 for the first six months of the year, and \$370,159.03 for the corresponding period of 1904, a falling off which I am sure we all greatly deplore. To this sum must be added the sum of \$501,332.27, the balance brought forward from last account, and after deducting directors' and auditors' fees, we have available for appropriation the sum of \$662,232.10, which sum your directors propose, subject to your concurrence, to deal with as follows:—To pay a dividend for the half year of 12 per cent., or 36 per share, absorbing \$300,900, and to carry forward the balance, \$361,332.10, to a new account, while, as I have already said, we must all deplore so poor a result for the past six months, it was, you will recollect, far reshadowed to some extent in my speech to you from this chair in August last, when I said I was afraid from various causes we could not look for any substantial improvement in the immediate future, and it is, to be regretted that the depression in business then referred to continued throughout the remaining months of the past year. Happily since we last met, the peace between Russia and Japan then looked forward to has become accomplished and the improvement in our business confidently expected to result therefrom will, I trust, have become apparent before I have occasion to again address you. We have not been idle in our efforts to already secure a share of the work to be done in vessels of the Russian Navy, but owing to our No. 1 Dock being unable to accommodate their battleship *Csarvitch* we have so far obtained no work for them worth mentioning, and from this cause also, gentlemen, I regret to say we lost the steamers *Manusela* and *Dakota*, which were obliged to go to Japan to be docked. The tonnage of ships docked during the last six months shows a slight falling off of some 230 tons, the figures for merchant vessels stand at 458,312 tons as against 392,731 for the last half year, and for war vessels 29,139 as against 35,000; of this latter only some 3,013 tons represent foreign non-of-war, but I hope that in this connection we shall see a considerable improvement at during the current six months, as we have now on our books four American battleships, and with the resumption of trade with this port by Japanese steamers we may reasonably expect an increased share of the merchant shipping. The new work in the shipbuilding yard referred to in my last speech has been carried on satisfactorily, we have completed and delivered the three large steel steam waterboats, a steel water barge for the U. S. Government at Manila, two large wooden lighters for local use, and two small steam tugs for service at neighbouring ports. The large steamer for the Yangtze trade and the cargo lighter for Bangkok are making good progress, and we have recently secured an order for twelve large wooden lighters which, together with various contracts for steel work for the Hongkong Milling Co., eastern columns, etc., for new buildings help to keep our works profitably employed. The work of installing the electric drive in the saw mill is still in progress and will be completed during the present half-year on the arrival from home of the motors, and we have now on order an improved planer and a new lathe. The earnings of our dredger *Canton River* are small; the employment which I told you we had in view for her on the completion of her work at Canton having failed of arrangement. The value of materials on hand has increased during the period now under review by some \$150,000, mostly for the new Yangtze steamer now building and other contracts. Gentlemen, with nothing further to remark, before moving the adoption of the report and accounts as presented, I shall be pleased to answer to the best of my ability any questions you may have to put.

Mr. MICHAEL.—I had a few important questions to ask, but at this juncture I think it is better to refrain. I will content myself by making a few remarks, and would earnestly call the attention of the Board to them. It is needless to say—

The CHAIRMAN.—I think we might first have the report put before shareholders, Mr. Michael. Then I shall be pleased to answer any questions Mr. MICHAEL.—Questions may crop up out of my remarks. It is needless to say that the result of the past half year's working is a great disappointment. One shudders to think what would have been our position had the construction of the extensive new dock been sanctioned which was so urgently pressed upon the shareholders not long ago. We have fallen upon bad times, but I am to some extent disposed to look upon this as a blessing in disguise, inasmuch as it is perhaps only natural that during a succession of good

years one is liable to become over confident and a get rather lavish in expenditure, both temporary and permanent. In bad times it more than over behooves us to restrict expenditures, consistent with the maintenance of efficiency, and in case such a policy might have escaped the notice of the Board, I desire now to urge this upon their attention. Far be it from me to advocate low salaries, for instance, but that in some cases we are not receiving value for salaries paid. I earnestly draw the Board's attention to this question, as well as to the apparently unnecessarily large stock of materials carried, and it will be satisfactory to know that these and all-like matters have the constant, careful and thorough scrutiny of the Board. I hope that the outcome of improvements will be gradually shown to the shareholders not in words and hopeful prophecies but in tangible results.

The CHAIRMAN.—Any other remarks, gentlemen? There being no further remarks, I beg to propose that the report and accounts as presented, be accepted.

Mr. BAIN.—Mr. Chairman and Gentlemen.—I had intended to compliment the directors and yourself upon the way in which the Company's affairs have been managed during the past year, and after the confession on the part of Mr. Michael, and your own explanation, I feel inclined to emphasize that I consider that the Board has exercised an exceedingly wise discretion in the distribution of profits that have been made, and that the profits made have been wonderfully good considering everything all round. Instead of severe criticism, or criticism of almost any kind, the Board deserves the greatest credit for what it has done. It is all very well to blame the Board for not doing this, not getting business and not doing that, but this seems to be simply out of the question. Thirteen years is a long year, and no efforts on the part of even the most men on the Board could change that; there has been a lean year in other places besides this. However, I should like to call attention to the peculiar condition which torments itself on my mind that the Board has done right. There is a class or section of shareholders who complain of the smallness of the dividend; there is another section which complains of the largeness of the dividend. That forces me to the conclusion that the Board has selected the happy medium, and in its wise discretion has done the best thing in the interests of the solid and bona fide investors of the Company. One other thing I should like to call attention to, that is the wisdom of the Board, as shown in re-electing yourself, Mr. Chairman, for another term of office (applause). All know the interest you have taken in the Company—the enormous amount of labour and trouble you have taken on its behalf—and I think that everyone of us agrees, not only those present, but those absent as well, in the wish that you should continue for a long time to come the same good service which you have given so long on our behalf (applause). With these few remarks, gentlemen, I have much pleasure in seconding the motion for the adoption of the report and the passing of the accounts as placed before us.

The motion was carried.

Mr. MICHAEL.—If I am in order I would like to say that I think Mr. Bain has misunderstood me in saying that we are blaming the directors for not bringing business. My version was that we should ask the directors for retrenchment to suit the times. We are quite contented with our facts with regard to business, and cannot ask the directors to bring us any more.

The CHAIRMAN.—The directors will pay due consideration to the remarks of Mr. Michael, as they always have done.

Mr. SALINGER proposed that the Hon. Mr. C. W. Dickinson and Messrs. G. H. Melhurst and S. Silverstone be elected to the Board of Directors.

Mr. PARLANE seconded, and the motion was carried.

Captain TILLET proposed, and Mr. WILKS seconded, the re-election of Messrs. H. P. White and E. Goetz to the Board of Directors. Agreed to.

It was proposed by Captain UNSWORTH, seconded by Mr. LEIRIA, and carried, that Messrs. T. Arnold and H. U. Jeffries be re-appointed auditors.

The CHAIRMAN.—That is all the business, gentlemen. Dividend warrants will be ready to-morrow.

## POLICE COURT.

Monday, February 26th.

BEFORE MR. F. A. HAZELAND (First Police Magistrate).

LARCENY.  
A. Larson, of the s.s. *Ellebet*, was charged with stealing three pigeons and 5 lb of Manila rope from the ship.

The defendant said he took the pigeons, but brought them back; he knew nothing about the rope.

The Captain said the defendant wished to be paid off, but as he had no money coming to him, this could not be done. As soon as the man got a penny in his pocket, he spent it on drink.

The case was remanded to enable the police to make inquiries.

## LATEST STEAMER MOVEMENTS.

The P.M. str. *Mongolia* is expected to sail from Yokohama on the 26th inst., and will be due here about 10th March.

The P.K.K. str. *America Maru* sailed from Shanghai on Sunday, at 10 a.m., and will be due here to-day, about noon.



## SUPREME COURT.

Monday, February 26th.

## IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (Chief Justice).

## THE PEAK TRAMWAY LITIGATION.

The case of D. E. Brown and others against the Hongkong High Level Tramway Co., Ltd., and Messrs J. D. Humphreys and Son came on for hearing. Mr. H. E. Pollock, K.C., instructed by Mr. George Hastings (of Mr. J. Hastings' office), for plaintiff and Mr. C. D. Wilkinson for other dissentients, appeared for the plaintiffs, and Mr. E. H. Sharp, K.C., and Mr. M. W. Slade, instructed by Mr. J. S. Harston (of Messrs. Ewens, Harston and Harding), for the defendants.

The claim was for (1) a declaration that the resolutions which were or which purported to be passed and confirmed at the meetings of the shareholders of the defendant Company, held on the 3rd day of June, 1905, and the 20th June, 1905, respectively were and are *ultra vires* and void.

(2) An injunction to restrain the defendants from carrying the said resolution into effect, or, in the alternative,

(3) A declaration that the plaintiff and all the other shareholders in the defendant company who have expressed their dissent in writing from the said resolutions were not and are not bound to accept the sum of \$200 per share which is mentioned in the said resolution, for their interests in the defendant Company, but were and are entitled to require the defendants, Messrs. J. D. Humphreys and Son, as the liquidators, either to obtain from carrying the said resolutions into effect or to purchase their interests at a price to be determined in the manner prescribed by sections 201 and 202 of the Companies Ordinance, 1895.

(4) Costs.

The statement for the defence showed that the defendants admitted the first eight paragraphs of the statement of claim, and asserted that the special resolutions therein referred to were valid and effectual. They admitted paragraph 9, but denied that the tramway and undertaking of the defendant company had been sold, and that the obtaining of the approval of the Governor in Council was not a precedent to entering into an agreement for the sale of the said undertaking. Respecting paragraph 10 of the statement of claim, the defendants denied that the second defendant at any time agreed on behalf of the defendant company to purchase any right, benefit or advantage possessed by Alexander Findlay Smith or to pay therefor out of the funds of the defendant company the sum of \$25,000 or any sum to Alexander Findlay Smith, or the sum of \$10,000, or any sum to the China Commercial Company, Limited. The agreement referred to assigned the rights to the China Commercial Company. They assented to the registration of the Peak Tramway Company, but denied that they assigned or purported to assign the property of the defendant company to the Peak Tramway Company, Limited. The defendant agreed to assign the business of the defendant company at a future date subject to the conditions of the agreement, but those conditions were unfulfilled and the assignment was not made. Furthermore the defendants denied that the plaintiffs had any rights under sections 201 and 202 as alleged.

Mr. Pollock, in opening, stated that he brought that matter before the Court in November last, and now it came on for argument. He then proceeded to read the pleadings, which set out that the plaintiffs, Messrs. D. E. Brown, Allan Cameron and others, were shareholders in the defendant Company, the second defendant being the managers thereof. A circular was issued by the defendants last year (May) giving notice that an extraordinary meeting of shareholders would be held to sanction the dissolution and reconstruction of the company and to enable the company to acquire and construct a new tramway to the Peak. On May 22nd a second circular was issued in which it was stated that resolutions to the following effect would be proposed at the meeting: That the company be dissolved; that the general managers be appointed liquidators; that the liquidators be authorised to consent to the registration of a new company to be called the Peak Tramway Company; that the liquidators be empowered to sell the undertaking of the company for \$200 per share in cash or shares of the new Company and to enter into all necessary agreements to that effect. The meeting was held and the resolutions passed, the plaintiffs and others dissenting. A second meeting was held and confirmed the resolutions, the plaintiffs again dissenting. Plaintiffs then gave notice to the company to abstain from carrying into effect the special resolutions. The defendant company did not obtain the consent of the Governor in Council for the sale or disposal of the property of the company, which approval was a rule precedent by Ordinance 2 of 1883. The defendant company without the authority of the shareholders agreed to purchase all right, benefit or advantage possessed by Mr. A. Findlay Smith in a project for the construction of a new tramway to the Peak and to pay therefor out of the funds of the defendant company a sum of \$25,000 to Mr. A. Findlay Smith and \$10,000 to the China Commercial Company, Mr. A. Findlay Smith assigned his rights and the money was paid over. In October last year the defendants consented to registration of the Peak Tramway Company, Limited, and an agreement assigning the undertaking of the defendant Company to the Peak

Tramway Company was entered into. The China Commercial Company also assigned their interest to the Peak Tramway Company for \$35,000. Having read the statements of claim and defence, counsel said his Lordship would notice from the prayer in the statement of claim that it was framed in the alternative, viz.—that plaintiffs—either—claimed for a declaration that the resolutions purported to be passed at the meetings in June were of no effect at all, and that the second defendants as general managers be restrained from carrying them into effect; or in the alternative they claimed that they had a right to object to the resolution which had been passed to the effect that they were to take \$200 per share for their shares in the Hongkong High Level Tramway Company. They said that the price ought to be determined by arbitration. Before telling his Lordship on what grounds they took objection, he had to invite his Lordship's attention to the circulars and notices dated 22nd May, 1905. They admitted that both circulars and notices were to be taken together. Counsel then read the circular convening an extraordinary general meeting of the shareholders for the purpose of sanctioning the reconstruction of the Company. The first point plaintiffs desired to bring to the notice of the Court was the submission that that notice of the intended holding of the meeting was insufficient in point of law and that in consequence any resolutions purported to be passed following on that notice would be void. The notice contained no information of the intended scheme. It only stated that schemes were to be submitted. The question was whether that was sufficient information to enable shareholders to decide whether it was advisable to attend the meeting or not. Referring to paragraph 2 of the circular stating that the object of the reconstruction was to enable the Company to acquire and construct a new tramway to the Peak which would otherwise be an independent company necessarily working in direct opposition. There was no statement contained in that notice as to the price or the estimated price of constructing the new tramway, nor was there any statement that it was proposed to merge that company in one with six times its capital. The capital of the Company was at present \$125,000, whereas the capital of the new Company was \$750,000. No mention was made of the period of time required for the construction of the new tramway, nor was there any statement of the price to be paid for the acquisition of the concession to construct the new tramway. Obviously there was insufficient information to the shareholders and the statement of the General Managers and Consulting Committee was calculated to persuade shareholders that the proposed scheme would be advantageous to them. The transaction was described as "reconstruction," but what an extraordinary reconstruction! If the new scheme was to be carried out, it was extraordinary that the notice did not state that the capital would be increased from \$125,000 to \$750,000—to six times the original capital, or make mention of how the dividends earned on the former amount would be kept up. Having quoted judgments showing that decisions had been given in like circumstances restraining defendants on the ground of insufficient notice, counsel argued that it could not possibly be said that fair notice of the new scheme had been given to the shareholders to enable them to judge whether or not they should attend the meeting. Proceeding, he pointed out that if shareholders took out 25,000 shares at \$10 each in the new Company out of a total of \$750,000 they would be in a minority in the new Company, and, having read the report of the meeting of the Company, stated that the Chairman had affirmed two or three times that the Company was pledged to buy the concession, but if that were so and it was admitted that \$25,000 was paid for the purchase of the concession—it should have been stated in the notice that \$10,000 was to be paid for promoting the new Company. Plaintiffs submitted that there was nothing to compel combined dissentients to accept the price of \$200 per share. There was nothing in the regulations of the Company to take away the rights of the shareholders, but that had since been disproved. Mr. Pollock quoted authority to support his contention that nothing in the articles could displace the proviso of the Ordinance. The mere fact that there was a provision for arbitration in the articles of association did not oust the right of the shareholders under the Companies Ordinance. Mr. Pollock argued that an undertaking could not be sold to a company then not in existence, and that the obtaining of the consent of the Governor in Council was a rule precedent to the sale of the undertaking. He referred to the Ordinance which said "Subject to the approval of Governor being first obtained the company may sell," and contended that the company were bound by it; your injunction prevents that.

Mr. Pollock—Assuming that your Lordship decreed that our injunction be dissolved the company would be dissolved. And supposing the consent of the Governor was withheld all the resolutions would be void. The new company could not run the tram; the old company would be wound up. The shareholders, by passing the resolutions, did what they had no power to do under the Ordinances.

Mr. Sharp said he proposed to open his case as fully as Mr. Pollock in fact and in law. It was necessary to appreciate the whole case to consider briefly the position of what he would

call the old Company. An ordinance was obtained in 1883 and Mr. Findlay Smith, who was the promoter of the new scheme, was the principal promoter of the old tramway. In 1885, pursuant to Ordinance, the old company was registered. Its capital was \$125,000 divided into 1,250 \$100 shares. When the line was constructed there were only about 20 houses at the Peak, and in the first complete year of working, 1889, no dividend was paid, as was also the case in the two succeeding years. In 1892 it paid a dividend of two per cent. and from then till 1903, when the Peak had steadily developed into a residential district by the enterprise of the old company, the dividend steadily rose from two per cent. to its maximum, 20 per cent. In 1903 Mr. Smith, the promoter of the first scheme who had meanwhile sold out his interests in the old company, promoted a second scheme to run from Battery Path to Victoria Gap, at the same point on the Peak where the old line terminated. From Dec. 1903, until Sept. 1904, correspondence passed between the Company and the Government, in which the old Company strenuously urged that conditions should be imposed upon the new Company which would prevent the new line being merely competitive with the old one and that it should be obliged to run to a different terminus at the Peak. Counsel then referred to the introduction of the Bill and remarked that at the second reading on the 3rd November, Mr. Gershom Stewart, the second, suggested that the new line be obliged to run to a different terminus, and following this the Governor proposed that the old Company should send in a formal petition setting forth their case. On the 12th December, 1904, Mr. A. F. Smith applied to be heard by counsel in the Legislative Council, and on the 13th December the petition, asking that conditions should be imposed as already stated, was sent in.

Mr. Pollock objected to the documents being put in, but His Lordship asked if the application had not been postponed pending that action. Mr. Sharp returned an answer in the affirmative. His Lordship said he was afraid he could not exclude that.

Mr. Sharp then read correspondence from the Colonial Secretary, dated March, 1905, to the effect that the Government were not prepared to insist on the adoption of that condition. The old Company had changed their policy of opposition to amalgamation. Although the Bill had only been read twice, it was clear that Mr. Smith had got his concession, and the Consulting Committee resolved in April to bring the scheme before the shareholders. Counsel then dealt with the notice convening the meeting and argued that it was ample in the circumstances. The resolution in question was passed by a very large majority. Plaintiff and the other dissentients were present at that meeting and discussed the scheme in detail. Then at the second meeting the resolutions were confirmed by a large majority, the plaintiff again being present and discussing the scheme upon its merits. The price mentioned by the Consulting Committee was a fair one for the shares in the circumstances. Their reasons were these. News of the opposition to the scheme had first been known to the public through the market. The New Tramway Bill was practically through and in consequence the shares had fallen greatly. In December, 1904, the shares were quoted at \$200, and in the same month they had fallen to \$280 and \$265. Immediately after the second reading of the Bill they showed a further decline. In January they were \$240 and \$230 and on February 22nd there was a sale at \$200. In May, 1905, when it had become known that the old Company was going to adopt the scheme and that the amalgamation would be carried through, the shares slightly rose again. Another reason for considering the price offered a fair one was that in the opinion of the Consulting Committee if the scheme had gone through it would have been fatal to the old company. The new line would have its lower station in a more advantageous position near the hotels and in the centre of the town, and a part of the line was to go through a very populous district. This portion alone, it was estimated, would have made the operation a paying one and would have enabled the Company to carry passengers above Conduit Road at fatal rates.

His Lordship—If there was room for them. Mr. Sharp—Room for whom? His Lordship—Room for the passengers. Mr. Sharp—Oh, yes; it was to have been a double line. Considering, he said the new line would be more likely to pay because of new and better stations, carriages and equipment. Furthermore it would have the benefit of the experience of the old Company and would have raised the old Company if it had been permitted to run in opposition. Not only did the Consulting Committee but the majority of the shareholders considered the price a proper one, and out of 180 dissentient shares 179 were bought between the 15th and the 25th May, 1905. These purchases were obviously speculative and certainly no extraordinary consideration was due to plaintiff and the other dissentients. In reply to his Lordship, counsel said if his Lordship came to the conclusion that the arrangement by the committee and managers was not a bona fide one it would be his duty to set it aside. Continuing, he said that on the 25th June plaintiff sent his notice of dissent, the effect of which was a further acquiescence in the validity of the resolution. Counsel then read correspondence between plaintiff and the liquidators of the old Company, and said that negotiations between them having failed, the liquidators gave notice of their intention to carry the resolution into effect. Then, for the first time, on September 20th, the plaintiff's solicitor in reply suggested the invalidity of the resolution. On October 17th Mr. Smith's concession was assigned to the China Commercial Company for \$25,000 and on the day following the new Company was incorporated with a capital of \$750,000. Then two agreements were entered into, but when the writ was issued the Government indicated that the third reading should be postponed, till that action was decided. Having completed his recital of the facts, Mr. Sharp said he would deal with the law next day. The Court then rose.

## THE HONGKONG HOTEL COMPANY, LIMITED.

The report of the board of directors to be presented at the ordinary meeting of shareholders on Saturday, March 3rd, is as follows:—  
Gentlemen,—In accordance with section 56 of the articles of association, the directors now beg to submit their report for the half-year ended 31st December, 1905.

ACCOUNTS.  
The profit on working account amounted to \$38,262.45 as compared with \$89,326.25 for the corresponding period of 1904, being a decrease of \$51,063.80.

The profit and loss account, including the sum of \$10,138.40 brought forward from 30th June, 1905, shows a credit balance of \$65,249.40, which the directors recommend should be apportioned as follows:—  
To pay a dividend of 8 per cent. for the half-year \$48,000.00  
To transfer to repairs and renewals account 10,000.00  
To write off from value of electric plant 6,629.51  
To carry forward to new account 619.89  
\$65,249.40

BUSINESS.  
Bar custom shows a heavy falling off, and is solely responsible for the decrease in receipts. Other sources of revenue have been well maintained.

ROTEL MANSIONS.  
This building was completed on 16th August, 1905.

DIRECTORS.  
Mr. W. H. Potts retired by rotation, but offers himself for re-election.

AUDIT.  
The accounts have been audited by Messrs. H. U. Jeffries and A. R. Lowe, C.A. who offer themselves for re-election.

EDWARD OSBORNE, Chairman.

BALANCE SHEET.  
31st December, 1905.

Capital—  
12,000 shares at \$10 each (fully paid up) 120,000.00  
1,000 mortgage debentures 500,000.00  
Less 250 mortgage held by the company 100,000.00  
\$600,000.00

Reserve fund—  
Sundry creditors 4,537.81  
Unclaimed dividends 1,680.00  
Hongkong and Shanghai Banking Corporation (London) 246,140.00  
Building charges "Hotel Mansions," payments on account to date 331,510.90  
Cost of three Chinese houses on sections 3, 4, and 5 of lot No. 20 32,000.00  
Cost of building "Hotel Mansions," section 3, 4, and 5, as per estimate and fixtures, as per last account 65,117.18  
Sundry debited 22,890.67  
\$88,987.85

Installation of electric light, as per last account 50,555.49  
Less written off, as per last report 5,000.00  
\$45,555.49  
Stock added 1,574.11  
26,619.60

Stock of oil, crockery and glassware, etc.  
Stock of wine, provisions, household sundries and stationery as per inventories 48,241.41  
Shares in public companies 5,736.31  
Licences and other rights to half year to June, 1906 2,660.01  
Fire insurance, marine, etc. 1,177.35  
Value of steam launch 5,000.00  
Sundry creditors 4,537.81  
Hongkong and Shanghai Banking Corporation (London) 246,140.00  
Cash in hand 127.55  
\$1,070,217.35

ASSETS.  
Value of marine lot No. 3 and remaining portion of marine lot No. 7 1,065,380.00  
Pays reconstruction (marine lot No. 288) 246,140.00  
Building charges "Hotel Mansions," payments on account to date 331,510.90  
Cost of three Chinese houses on sections 3, 4, and 5 of lot No. 20 32,000.00  
Cost of building "Hotel Mansions," section 3, 4, and 5, as per estimate and fixtures, as per last account 65,117.18  
Sundry debited 22,890.67  
\$88,987.85

Installation of electric light, as per last account 50,555.49  
Less written off, as per last report 5,000.00  
\$45,555.49  
Stock added 1,574.11  
26,619.60

Stock of oil, crockery and glassware, etc.  
Stock of wine, provisions, household sundries and stationery as per inventories 48,241.41  
Shares in public companies 5,736.31  
Licences and other rights to half year to June, 1906 2,660.01  
Fire insurance, marine, etc. 1,177.35  
Value of steam launch 5,000.00  
Sundry creditors 4,537.81  
Hongkong and Shanghai Banking Corporation (London) 246,140.00  
Cash in hand 127.55  
\$1,070,217.35

ASSETS.  
Value of marine lot No. 3 and remaining portion of marine lot No. 7 1,065,380.00  
Pays reconstruction (marine lot No. 288) 246,140.00  
Building charges "Hotel Mansions," payments on account to date 331,510.90  
Cost of three Chinese houses on sections 3, 4, and 5 of lot No. 20 32,000.00  
Cost of building "Hotel Mansions," section 3, 4, and 5, as per estimate and fixtures, as per last account 65,117.18  
Sundry debited 22,890.67  
\$88,987.85

Installation of electric light, as per last account 50,555.49  
Less written off, as per last report 5,000.00  
\$45,555.49  
Stock added 1,574.11  
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# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

Fortnightly sailings for LONDON and CONTINENT.  
Monthly sailings for LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 1st March.	
GLASGOW and LIVERPOOL	"TEEN KAI"	On 13th March.	
GLASGOW and LIVERPOOL	"KEEMUN"	On 17th March.	
GLASGOW and LIVERPOOL	"MACHAON"	On 20th March.	
GLASGOW and LIVERPOOL	"KINTUCK"	On 28th March.	

## HOMEWARDS.

FROM	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 27th February.	
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.	
AMSTERDAM, LONDON and ANTWERP	"PELEUS"	On 20th March.	
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 27th March.	
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.	
AMSTERDAM, LONDON and ANTWERP	"AGAMEMNON"	On 20th April.	
AMSTERDAM, LONDON and ANTWERP	"TEEN KAI"	On 24th April.	

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

## EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO.	"KEEMUN"	On 19th March.	

## WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA & and PACIFIC COAST	"OANFA"	On 25th February.	

For Freight, apply to—

**BUTTERFIELD & SWIRE,**

AGENTS.

Hongkong, 30th January, 1906.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"NINGPO"	On 27th February.	
MANILA	"TEAN"	On 27th February.	
ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 28th February.	

FROM	STEAMERS	TO	DATE
NINGPO and SHANGHAI	"KASHING"	On 3rd March.	
SHANGHAI	"SHAOHSING"	On 3rd March.	
SWATOW, MANILA, CEBU & ILOILO	"KATONG"	On 8th March.	
CEBU and ILOILO	"HUNGKIANG"	On 7th March.	
NEWCHOWAN	"HUICHOW"	On 7th March.	

\* The attention of Passengers is directed to the superior accommodation offered by these  
Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

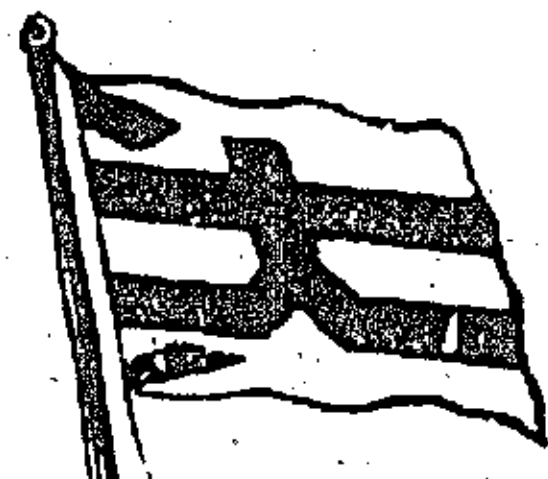
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**

AGENTS.

Hongkong, 27th February, 1906.



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
TAMUAI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 4th Mar.	
TAMUAI VIA SWATOW AND AMOY	"DAIIN MARU"	SUNDAY, 11th Mar.	
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"ANPING MARU"	THURSDAY, 8th Mar.	
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"SHOSHU MARU"	THURSDAY, 15th Mar.	
ANPING VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 7th Mar., at 10 A.M.	

\* These Steamers have excellent accommodation for First-class Passengers, and are fitted  
throughout with electric light. Unrivalled Table.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8, Des Voeux Road Central.

Hongkong, 24th February, 1906.

T. ARIMA, Manager.

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	About 28th February	Freight and Passage.
YOKOHAMA via SHANGHAI, MOJI and KOBE	SOCOTRA	About 4th March	Freight only.
SHANGHAI	OCEANA	About 9th March	Freight and Passage.
LONDON &c., via USUAL PORTS OF CALL	DONGOLA	Noon, 10th March	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 26th February, 1906.

## "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.  
THE Steamship

"BENLARIQ."  
Captain Wallace, will be despatched as above on  
or about the 23rd inst.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 6th February 1906.

## THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO via PORTS.  
THE Steamship

"SEMINOLE."  
Tons 6,000, will be despatched about the 3th  
March.

For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 30th February, 1906.

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	TO	DATE
ZIETEN	WEDNESDAY	28th February
PRINZESS ALICE	WEDNESDAY	14th March
BAYERN	WEDNESDAY	28th March
PRINZ REGENT LUITPOLD	WEDNESDAY	11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY	25th April
SACHSEN	WEDNESDAY	9th May
PRINZ HEINRICH	WEDNESDAY	23rd May
ROON	WEDNESDAY	6th June

ON WEDNESDAY, the 28th day of FEBRUARY, 1906, at Noon, the Steamship  
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 26th February. Cargo and  
Specie will be received on Board until 5 p.m. on TUESDAY, the 27th February, and Parcels  
will be received at the Agency's Office until Noon, on TUESDAY, the 27th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	\$61 0 0	\$42 0 0	\$22 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA or GIBRALTAR

return

VIA BREMEN OR SOUTHAMPTON

return

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from  
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from Port Said.

## JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	TO	DATE
WILLEHAD	TUESDAY	28th March
PRINZ WALDEMAR	TUESDAY	3rd April
PRINZ SIGISMUND	TUESDAY	1st May

ON TUESDAY, the 6th MARCH, at Noon, the Steamship "WILLEHAD,"  
Captain Oberauer, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50—	\$30—	\$20—
TO NEW GUINEA	\$50—	\$30—	\$20—
TO BRISBANE	\$50—	\$30—	\$20—
TO SYDNEY	\$50—	\$30—	\$20—
TO MELBOURNE	\$50—	\$30—	\$20—
TO YOKOHAMA	\$50—	\$30—	\$20—
TO KOBE	\$50—	\$30—	\$20—
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer \$37. 0. 0.

TO EUROPE VIA AUSTRALIA AND AMERICA by Imperial Mail Steamer \$56. 0. 0.

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San  
Francisco by the O. & O.S. Co's steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

## SAILINGS OUTWARDS.

## EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, YOKOHAMA and KOBE	BAYERN	Friday, 2nd March.
YOKOHAMA and KOBE	PRINZ WALDEMAR	Wednesday, 14th March.
SHANGHAI, NAGASAKI, YOKOHAMA and KOBE	PRINZ REGENT LUITPOLD	Wednesday, 14th March.

\* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & O.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—

TO	1st Class	2nd Class	3rd Class
To London via Plymouth or Southampton	\$32. 0. 0.		
To Bremen	32. 0. 0.		
To Paris via Cherbourg	35. 0. 0.		
To Naples, Genoa via Gibraltar	65. 0. 0.		

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Ho gkong, 1st February, 1906.

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, B.C. AND TACOMA

VIA

## MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
TREMONT	3,296	T. W. Garlick	On 28th February.
HYADES	3,753	J. A. Smith	On 6th March.
LYRA	4,417	G. V. Williams	On 6th April.
SHAWMUT	3,606	E. V. Roberts	On 28th April.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CULINARY ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw a.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

QUEEN'S BUILDINGS.

Hongkong, 22nd February, 1906.

## DODWELL & CO., LIMITED.

GENERAL AGENTS.

[7]

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FURNITURE STORE.

PLATED GLASS AND CROCKERY

WARE, &c., &c.; and FOOCHOW

LAQUERED WARE.

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Hongkong, 21st September, 1903.

## SIEN TING.

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TERMS VERY MODERATE.

Consultation Free.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers	Due at	Due at
COLOMBO	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
DONGOLA ... 8000	Mar. 19	MONGOLIA ... 10000	April 7	April 13
DELTA ... 8000	Mar. 24	MOOLTAN ... 10000	April 21	April 27
OCEANA ... 7000	April 7	MARMORA ... 10000	May 5	May 11
ARCADIA ... 7000	April 21	VICTORIA ... 7000	May 20	May 26
DEVANHA ... 8000	May 5	HIMALAYA ... 7000	June 3	June 9
DELHI ... 8000	May 19	INDIA ... 8000	June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express  
Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time  
of booking.

In addition to the above Mail Steamers the following—

## INTERMEDIATE (non-transshipment) STEAMERS

WILL LEAVE FOR

## LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Leave	Due at
	HONGKONG	SINGAPORE	LONDON
SUMATRA ... 5000	Feb. 28	Mar. 9	Apr. 14
NUBIA ... 6000	Mar. 14	Mar. 23	Apr. 28
JAVA ... 4500	Mar. 28	Apr. 6	May 12
FORMOSA ... 4500	Apr. 11	Apr. 20	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* "SUMATRA" and "NUBIA" call at MARSEILLES.

\* "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT,



